

In closing, I would like to commend the Quincy and Adams County community for pulling together to get through this storm and the aftermath. The cleanup is daunting, but the spirit endures. From the people of Hannibal and Macomb who have sent crews, trucks, and supplies to area residents who opened their homes and businesses to the displaced to the local businesses—grocery stores and gas stations—that have supplied free ice, water, and recharging stations, and done their best to restock basic supplies so residents can feed and care for their families to the Kroc Center and its supporters who have fed Quincyans. This has been a team effort.

I stand ready to support the local clean up and recovery efforts in Quincy and Adams County and will continue to keep community residents in my thoughts as they get the Gem City back up and running.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

[From the Quincy Herald-Whig, July 16, 2015]  
'NORMAL' STILL A WAYS AWAY, BUT WE WILL GET THERE

(By Steve Eighinger)

There is no use trying to sugar coat what has happened. It has been a brutal week in and around Quincy, thanks to the monstrous storm that swept through Monday night.

It was the first time in my life that I was legitimately scared of what might happen at the height of that blowing downpour and accompanying 74 mph winds.

My wife, Kathy, was screaming at me to get in the basement with her and Ashes, the family dog. For some reason, I refused. I vowed to stay upstairs, running from one window to another, from one door to the next, to make sure they didn't blow open.

Massive limbs and entire trees were falling all around our home. I saw them. I heard them. It was like nothing I had ever experienced.

If our home was going down, I had vowed to go with it.

Obviously, that was not the smartest thing I ever chose to do. If I had to relive those frightening 30 minutes or so, I would have joined Kathy and Ashes in the basement.

It's what happened after the storm had finally passed that was equally—if not more so—incredible.

On street after street, block after block, neighbors were assisting friends and helping people they did not even know. While only initial, limited assistance could be offered Monday night because of the lack of light, but the true heart of Quincy emerged Tuesday, as it always does.

One of the most heartwarming stories I encountered this week involved a family of five—a husband, wife and three kids—seeking out homeowners, particularly older adults, in need of help. The anonymous family cleaned yards, did not ask for anything in return and quietly moved on to the next person in need.

They did not seek and would not accept publicity. I admired that more than anything.

"We're doing it because we should," they answered.

That is the ultimate pay it forward.

Another offering of help was provided by at least one Hannibal inn handling an influx of displaced Quincyans on Monday night who needed a place to stay, including one family

with a special-needs child who needed air conditioning. The lodge in question not only found the Quincyans rooms, but also provided them at a discount.

Hannibal has a big heart, too.

How about the cooperation of the drivers working their way through the maze of downed trees and no stoplights? Most major Quincy intersections became a little more than four-way stops, which could have become incredibly dangerous at major sites like 36th and Broadway. Instead, there was an esprit de corps among Quincyans, who politely made it all work.

Hats off to the local supermarkets for providing items like free bags of ice and places to recharge cellphones.

If you follow any social media, you have been impressed with the salutes, praises and admiration of Ameren and other workers trying to restore power to city residents. More than 1,000 Ameren workers alone have been working around the clock.

It's going to be quite awhile before things are back to what we consider "normal," but we'll get there.

We're Quincy. We pay it forward.

#### EVERY CHILD ACHIEVES ACT

Mr. LEAHY. Mr. President, today, the Senate has approved landmark legislation to reauthorize the Elementary and Secondary Education Act of 1965. Since 2001, the failed policies of No Child Left Behind have unfairly burdened educators and administrators by holding students accountable for snapshot academic progress. The Senate's bipartisan action today—an overwhelming vote of approval—is one step forward in the reversal of these troubling measures. The Every Child Achieves Act further highlights the Federal Government's crucial responsibility to ensure that students everywhere, across the country, have access to the resources they need for lasting academic success.

Since 2001, I have heard from parents, teachers, students, policymakers, and administrators about the negative impact of No Child Left Behind. I voted against the legislation, as I did not agree, and still do not agree, with a one-size-fits-all approach to education. I was also disappointed with the bill's rigid Federal accountability measures, as I truly believe States and local education agencies deserve flexibility when it comes to how schools operate.

The Every Child Achieves Act restores educational flexibility to the States, while safeguarding student access to resources, regardless of race, gender, financial status, and learning level. I am pleased that the bill takes into account the greater needs of students in rural areas, increases funding for early childhood education programs, and improves school safety measures. I am especially pleased with the bill's innovative assessment and accountability demonstration authority provision, which will allow Vermont to adopt competency and performance-based assessments that prove far more than how well a student can perform on a test on one given day.

Of course, no bill is perfect, and this one is no different. I am disappointed

that several amendments that would have improved the bill were not adopted. The Student Non-Discrimination Act, authored and filed as an amendment by Senator FRANKEN, would have taken the important step of ensuring protections for students who face harassment and bullying simply because of their actual or perceived gender identity or sexual orientation. I was proud to cosponsor the amendment, and remain committed to revisiting this important discussion to ensure all children are protected against bullying and discrimination in our schools. It garnered a majority of support in the Senate; it should have been adopted.

In a strong statement of support, the Senate came together in opposition against amendments on portability and private school vouchers, which would have unfairly redistributed title I funding from our Nation's highest need schools. I commend Chairman ALEXANDER and Ranking Member MURRAY for their leadership throughout the debates, and for their tireless dedication to promoting educational reform that serves the needs of all students.

We have come together, members on both sides of the aisle, to support the Every Child Achieves Act. Amid the partisan rancor, bipartisanship won the day, and the winners in this debate will be students in Vermont and across the country. As the House and Senate move to conference, I hope Congress will use this opportunity to promote the many measures included in the Senate's bill, which reflect the true needs of all students, educators, parents, and administrators.

#### TRUCK SAFETY ACT

Mr. BOOKER. Mr. President, trucking is critical to the movement of goods to consumers across the country. The trucking industry is a vital part of our economy. But we must also strive to ensure that goods are moved as safely as possible.

Each year, nearly 4,000 lives are lost due to truck crashes on our Nation's highways. Research by the National Transportation Safety Board has shown that many of these crashes could have been prevented. We owe it to the individuals and families affected by these tragedies to take every step possible to reduce the risks and prevent needless crashes.

That is why I have introduced the Truck Safety Act of 2015, legislation that will modernize our truck safety standards and embrace new technologies that can help reduce crashes across the country.

This legislation includes a provision to require collision-avoidance technologies in commercial vehicles involved in interstate commerce. Many of the fatalities that occur today are the result of rear-end collisions that could have been prevented with current technology. The technology can detect an impending collision or unsafe lane departure and automatically apply corrective action if a human operator is